

THOMAS RD
3600 N

MCDOWELL RD
2800 N

MCKELLIPS RD
2000 N

BROWN RD
1200 N

UNIVERSITY DR
400 N

MAIN ST
0

BROADWAY RD
400 S

SOUTHERN AVE
1200 S

BASELINE RD
2000 S

GUADALUPE RD
2800 S

SIGNAL BUTTE RD
10800 E

CRISMON RD
10000 E

ELLSWORTH RD
9200 E

HAWES RD
8400 E

SOSSAMAN RD
7600 E

POWER RD
6800 E

RECKER RD
6000 E

HIGLEY RD
5200 E

GREENFIELD RD
4400 E

VAL VISTA DR
3600 E

LINDSAY RD
2800 E

GILBERT RD
2000 E

STAPLEY DR
1200 E

MESA DR
400 E

COUNTRY CLUB DR
400 W

ALMA SCHOOL RD
1200 W

DOBSON RD
2000 W

PRICE RD
2800 W

MESA



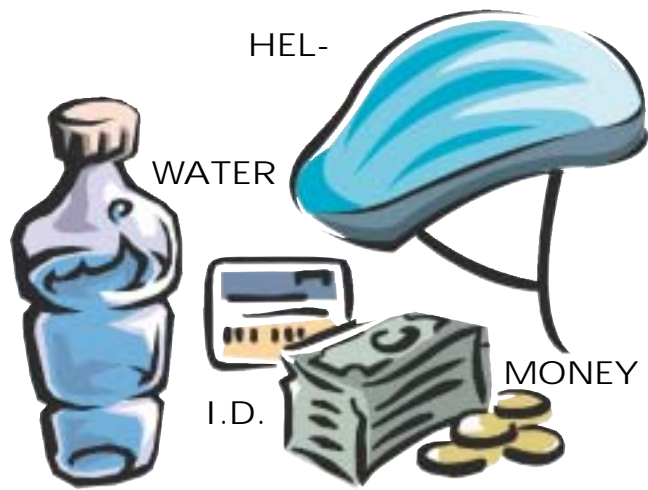
BIKE MAP



CITY OF MESA
Great People, Quality Service!

THE BASICS

HERE'S
WHAT
YOU
NEED
BEFORE
YOU
START
YOUR
RIDE:



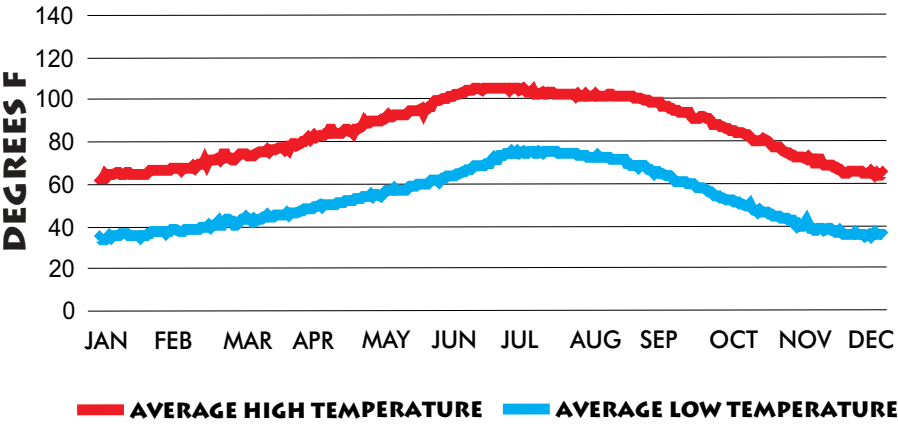
SUNRISE-SUNSET

PLAN
YOUR
RIDE
CAREFULLY.
IF YOU'RE
RIDING
BEFORE
SUNRISE
OR AFTER
SUNSET,
YOU
MUST
HAVE
LIGHTS...

MONTH	SUNRISE	SUNSET
JANUARY 1	7:33 AM	5:32 PM
FEBRUARY 1	7:24 AM	6:00 PM
MARCH 1	6:56 AM	6:25 PM
APRIL 1	6:16 AM	6:49 PM
MAY 1	5:40 AM	7:11 PM
JUNE 1	5:19 AM	7:33 PM
JULY 1	5:22 AM	7:42 PM
AUGUST 1	5:41 AM	7:28 PM
SEPTEMBER 1	6:02 AM	6:53 PM
OCTOBER 1	6:23 AM	6:12 PM
NOVEMBER 1	6:47 AM	5:36 PM
DECEMBER 1	7:15 AM	5:21 PM

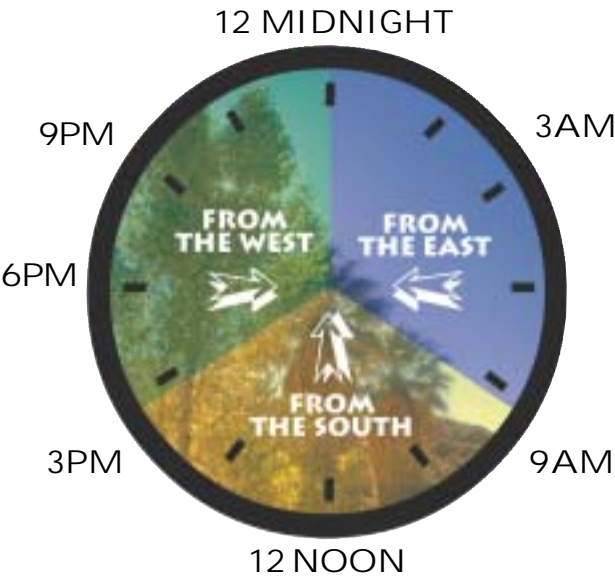
TEMPERATURES

MESA
HAS
A GREAT
CLIMATE
FOR
YEAR-
ROUND
CYCLING.



WIND DIRECTION

THIS
CHART
REPRESENTS
THE
AVERAGE
WIND
DIRECTION
IN MESA
ON ANY
GIVEN DAY.





HINTs for parents

Children need a lot of training and practice to learn how to ride safely. The best way to teach your children safe bicycling skills is to ride with them. Let them lead sometimes, so they get used to making decisions on their own. Remember, children learn by watching others, so be sure that you always ride (and drive) responsibly and wear a helmet. You can teach them a lot even if you don't ride.

SIDEWALKS

Sidewalks are preferred by many young bicyclists, and their parents. Sidewalks, however, present a host of hazards to bicyclists. If your children ride on sidewalks, teach them to be cautious when riding past shrubs, fences and buildings that create blind spots at driveways and intersections for both bicyclists and motorists. Many bicyclists are hit when entering a crosswalk from a driver's right side. Often, the driver was stopped at a stop sign looking left for a gap in traffic. Teach your children not to enter the intersection unless waved on by the driver, and to look for other traffic that might turn across their path first. And, of course, pedestrians always have the right of way on sidewalks.

ENTERING THE STREET FROM A DRIVEWAY

Children often fail to stop first and look for traffic. They do not understand that traffic on the street has the right of way over those entering the street. Teach them to always stop before entering the street, and to look left, right and left again for traffic. Children have limited peripheral vision, so emphasize that they have to turn their heads when looking for traffic.

WRONG WAY RIDING

This is a major contributing cause of bicycle crashes for children. All bicyclists should ride on the right side of the street, in the same direction as other traffic.

THE SUDDEN SWERVE

Children often make left turns, or swerve left around parked cars or other hazards, without looking behind them first to see if there are cars close behind them. Teach your children to do this by having them ride a straight line and look over their left shoulder when you call out their name. When they look back, they should shout out how many fingers you are holding up.

BIKE TOO BIG

Some parents buy bicycles like clothes, so their children can grow into them. On a properly sized bicycle, your child should be able to stand over the top bar with their feet flat on the ground and an inch or two of clearance over the bar. They should be able to reach and squeeze the brake levers comfortably. A child who cannot reach the ground or the brake levers will be less likely to stop when required, and the bicycle will be harder to control in general.

EQUIPMENT MALFUNCTION

Children are tough on bicycles, so they should be inspected frequently. Take your child's bicycle to a bike shop and have them show you and your child how to check their bicycle to make sure it works properly.



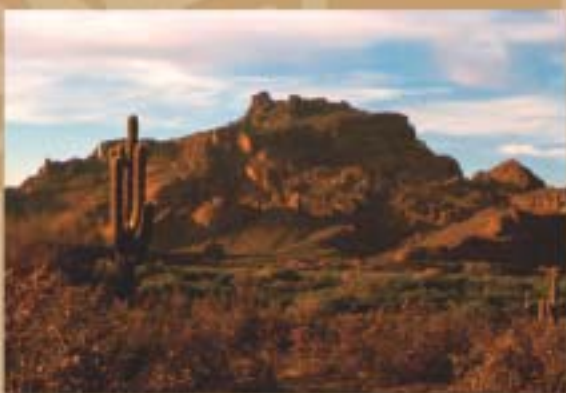
MESA SOUTHWEST MUSEUM



MAIN STREET



LOWER SALT RIVER



RED MOUNTAIN



L.D.S. ARIZONA TEMPLE



MESA AMPHITHEATRE

SAFETY TIPS

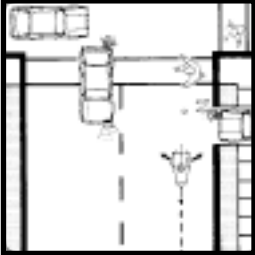
OBEY ALL TRAFFIC SIGNS AND SIGNALS

They apply to all vehicles, including bicycles. Obeying the law is the best way to gain respect from other road users. Bicyclists can be ticketed for traffic violations.



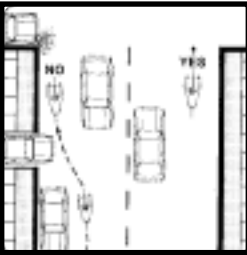
SCAN THE ROAD AHEAD

At intersections, watch for turning cars and pedestrians. Mid-block, watch for cars pulling out of driveways, alleys and parking spaces. Make eye contact with other drivers. Yield the right of way to pedestrians in crosswalks.



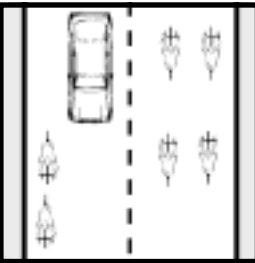
ALWAYS RIDE WITH TRAFFIC

Riding against traffic is unpredictable. Drivers turning at intersections, exiting driveways or leaving parking spaces are not expecting wrong way bicyclists.



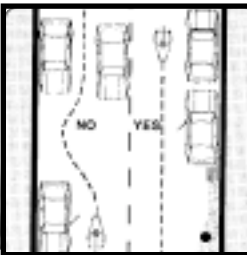
RIDE SINGLE FILE

Be safe and courteous when other traffic is present. Riding two abreast is permitted as long as other traffic is not impeded.



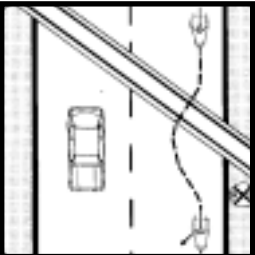
RIDE AS FAR TO THE RIGHT AS PRACTICABLE

Stay far enough away from the curb to avoid hazards. Ride three feet from parked cars to avoid a suddenly opened car door, and ride in a straight line.



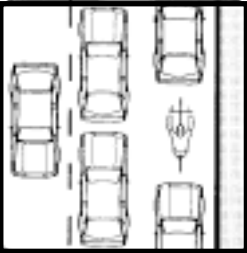
CROSS RR TRACKS AT A RIGHT ANGLE

Do this to avoid getting your front wheel caught. Slow down and look behind you for traffic. Change your lane position if necessary to line up to cross the tracks at a right angle. Return to your original lane position after crossing the tracks.



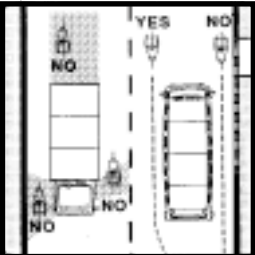
LANE POSITION

Ride further out in the lane when traveling at the same speed as other traffic, when the lane is too narrow to safely share with cars, and when approaching intersections to be more visible.



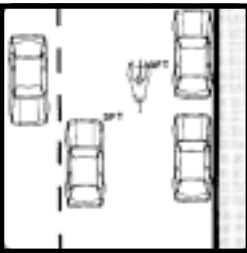
PASS BUSES ON THE LEFT

Bus drivers have blind spots to their right and rear. Passing on the right could get you squeezed against the curb if the bus pulls over. Be prepared to stop for pedestrians who may cross the street in front of the bus.



PASSING CLEARANCE

Three feet of clearance is required when passing moving or stopped cars or bicycles. Motorists passing bicycles have to give three feet of clearance, too.



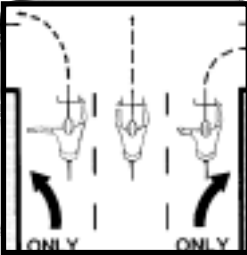
BICYCLING ON SIDEWALKS IS PERMITTED

You may ride on sidewalks unless it is posted otherwise. Pedestrians always have the right of way on sidewalks and in crosswalks. Give an audible warning before passing pedestrians, and pass with care.



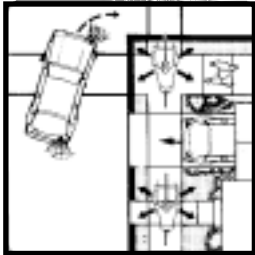
FOLLOW LANE MARKINGS

Go straight in a through lane, not in a right turn only lane. Make left turns from the left lane, if there is one, or the left side of the through lane. Look behind you for traffic and give hand signals before turning.



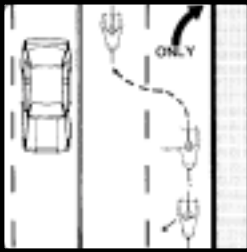
WATCH FOR CARS

Pay particular attention at driveways, alleys and intersections. Buildings, fences, poles, trees, shrubs, and parked cars can hide you from traffic and make it difficult for you to see them, too. At intersections, you have the same responsibilities as pedestrians.



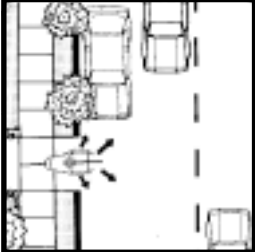
CHANGING LANES

Look behind you for traffic and signal first. Traffic in the lane you want to move into has the right of way. Look back and wait for an opening in traffic before moving over.



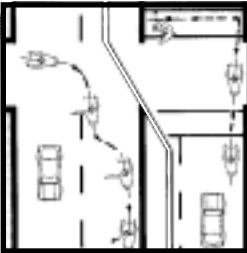
SCANNING FOR TRAFFIC

Stop and scan for traffic before entering the street from a driveway, alley or sidewalk. Look left, right, and left again, and wait for traffic to clear before entering the street.



TWO WAYS TO MAKE A LEFT TURN

- 1 Look back for traffic, signal, and move to the left side of the lane when safe.
- 2 Ride straight through the intersection, dismount at the opposite corner and walk your bike across the street.



BE VISIBLE

At night, a white light to the front and a red rear reflector are required. Additional lights and reflectors can, and should, be used. Bright colors help you to be seen during the day.

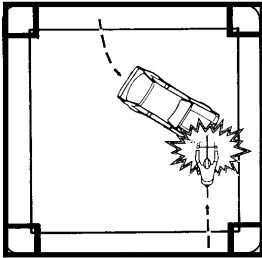


DEFENSIVE DRIVING

Knowing and following the rules of the road is not enough to keep you from being involved in a crash. Unfortunately, there are drivers who either do not know, understand or follow the rules. Knowing what other drivers do wrong, and watching for their mistakes, can help you reduce your chances of being in a crash.

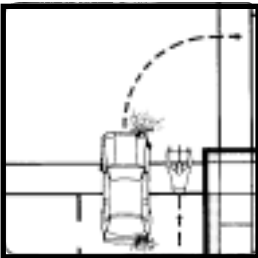
LEFT TURNING MOTORIST HITS BICYCLIST GOING STRAIGHT

Watch cars at intersections carefully. Make eye contact with drivers. Be visible. Ride further out in the lane as you approach intersections. Be prepared to stop or make an emergency turn if necessary.



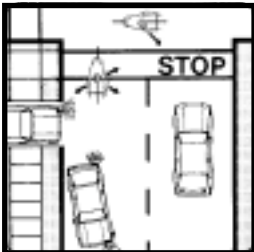
MOTORIST RIGHT TURN IN FRONT OF BICYCLIST

Be alert for drivers speeding up then slowing down as they pass you. Do not pass cars on the right near inter-sections, you will be in the driver's blind spot. Do not rely on other drivers' turn signals.



MOTORIST DRIVE-OUTS

Pay particular attention at driveways, alleys, parking spaces and stop signs. Proper lane position and careful scanning will help you avoid these situations. If you ride on sidewalks, remember that most drivers do not check for bicyclists on sidewalks. Be extra alert when crossing driveways and intersections.



PASSIVE DETECTION

Passive detection is a method of detecting vehicles without requiring the vehicle to perform any special action. The most commonly used method of passive detection uses electrified loops that are buried in the pavement, but other systems of detection such as video, ultrasound or passive acoustic sensors have also been used. Note that any type of detection that detects only large or noisy vehicles may not provide acceptable detection of bicyclists.

Loop detectors work by sensing changes in inductance caused by the passage of metallic objects above them, such as a motor vehicle chassis or a bicycle's frame and wheels. Some types of loop pattern, such as the quadrupole pattern, have been reported to be tuned with relative ease to provide more than adequate sensitivity at the center of the loop to detect bicycles without also erroneously detecting vehicles in adjacent lanes.



If this cannot be achieved, then detectors should be adjusted so that they will at least detect a bicycle that is directly on top of the detector location. In these cases, signing and markings may be used to show the location of the point of maximum detectability for a bicycle. One proposed detector marking symbol and accompanying sign is shown here.

TWO MINUTES A BICYCLIST CAN'T AFFORD TO MISS

Is bike inspection something you have been reserving for a rainy day activity? It shouldn't be. Make this two minute check each time you are preparing to ride. Correct any problems and make adjustments on the spot. When you ride, your attention should be on the road at all times. If you hear a rattle or suspect a problem, get off the road to check it. Do not start looking your bike over while you are moving. Taking attention away from the road ahead to glance down at the bike has caused many a bicycle crash.

THE TWO MINUTE CHECK

1. Check that your front wheel quick release (or axle nuts) is tight.
2. Squeeze the front brake lever and check that the brake pads align squarely on the rim. Also check the brake cable and housing for cuts or kinks (make sure to check both at the brake and at the lever).
3. Pick up the front of the bike and spin the front wheel. Check for wheel trueness (side to side wobble caused by improperly tensioned or broken spokes, or a bent rim), tire wear, and brake pad clearance from the rim (about 1/8 inch). If you have fenders or a handlebar bag, make sure these do not rub on the tire.
4. Grab the front brake and try to rock the front wheel back and forth. If you feel any play, your headset might be loose and need adjustment. Pick the front wheel up off the ground and turn the handlebars side to side to make sure the headset is not too tight.
5. Repeat steps (1) through (3) for the rear. Also check the vertical alignment of the rear derailleur's roller cage (it should be in the same plane as the freewheel cogs).
6. Grab the crank arms and try to push them in and out to check the crank arms and bearings for looseness. There should be no lateral play in the crank axle. Also check that the pedals are screwed in all the way, flat against the crank arms (NOTE: there is a left and a right pedal, the left pedal is reverse threaded. The pedals should be marked with an L or an R either on the back of the spindle or on the flats.)
7. With the rear wheel off the ground, turn the pedals and shift through the gears. Make sure the derailleurs can reach all your cog/chainring combinations and does not throw the chain off the front or back sprockets. If there are problems, you may need to make a cable adjustment or adjust the derailleur limit screws. Watch the chain pass through the rear derailleur jockey wheels looking for bent or tight links. Check the derailleur cables and housing for cuts and kinks (again, check both at the derailleurs and at the levers).
8. Try hard to twist the saddle up and down, and left and right. If it does not move, it's secure.
9. Do the same to your handlebars, bracing the front wheel between your knees. Put all your weight on the handlebars when twisting up and down to make certain they will not slip in a panic stop.
10. Check other attachments, nuts and bolts to make sure nothing is loose or might rub against your tires.
11. Check your tire pressure with a gauge. Keep your tires pumped up to the recommended pressure marked on the tire.



NATIVE AMERICAN DANCER



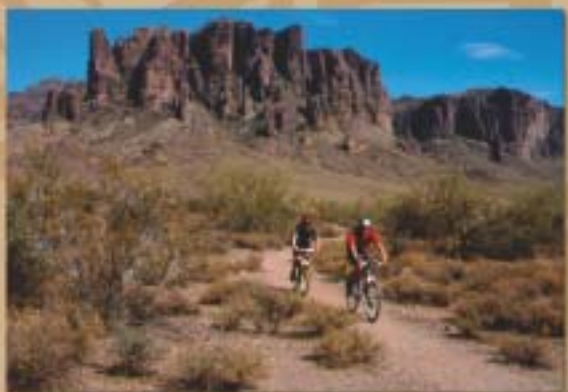
HORSEBACK RIDING



SIRRINE HISTORIC HOUSE



BASEBALL SPRING TRAINING



SUPERSTITION MOUNTAINS



ARIZONA MUSEUM FOR YOUTH

ARIZONA REVISED STATUTES

Arizona’s bicycle and pedestrian statutes
can be found at:
www.keytlaw.com/az/ars.htm?so/rce=overture

TITLES RELATING TO BICYCLES

28-735. OVERTAKING BICYCLES ; CIVIL PENALTIES

- A. When overtaking and passing a bicycle proceeding in the same direction, a person driving a motor vehicle shall exercise due care by leaving a safe distance between the motor vehicle and the bicycle of not less than three feet until the motor vehicle is safely past the overtaken bicycle.
- B. If a person violates this section and the violation results in a collision causing:
 - 1. Serious physical injury as defined in section 13-105 to another person, the violator is subject to a civil penalty of up to five hundred dollars.
 - 2. Death to another person, the violator is subject to a civil penalty of up to one thousand dollars.
- C. Subsection B of this section does not apply to a bicyclist who is injured in a vehicular traffic lane when a designated bicycle lane or path is present and passable.

28-812. APPLICABILITY OF TRAFFIC LAWS TO BICYCLE RIDERS

A person riding a bicycle on a roadway or on a shoulder adjoining a roadway is granted all of the rights and is subject to all of the duties applicable to the driver of a vehicle by this chapter and chapters 4 and 5 of this title, except special rules in this article and except provisions of this chapter and chapters 4 and 5 of this title that by their nature can have no application.

28-815. RIDING ON ROADWAY AND BICYCLE PATH; BICYCLE PATH USAGE

- A. A person riding a bicycle on a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand curb or edge of the roadway, except under any of the following situations:
 - 1. If overtaking and passing another bicycle or vehicle proceeding in the same direction.
 - 2. If preparing for a left turn at an intersection or into a private road or driveway.
 - 3. If reasonably necessary to avoid conditions, including fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals or surface hazards.
 - 4. If the lane in which the person is operating the bicycle is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.
- B. Persons riding bicycles on a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.
- C. A path or lane that is designated as a bicycle path or lane by state or local authorities is for the exclusive use of bicycles even though other uses are permitted pursuant to subsection D or are otherwise permitted by state or local authorities.
- D. A person shall not operate, stop, park or leave standing a vehicle in a path or lane designated as a bicycle path or lane by a state or local authority except in the case of emergency or for crossing the path or lane to gain access to a public or private road or driveway.
- E. Subsection D does not prohibit the use of the path or lane by the appropriate local authority.

28-816. CARRYING ARTICLE ON BICYCLE

A person shall not carry a package, bundle or article while operating a bicycle if the package, bundle or article prevents the driver from keeping at least one hand on the handlebars.

28-817. BICYCLE EQUIPMENT

- A. A bicycle that is used at nighttime shall have a lamp on the front that emits a white light visible from a distance of at least five hundred feet to the front and a red reflector on the rear of a type that is approved by the department and that is visible from all distances from fifty feet to three hundred feet to the rear when the reflector is directly in front of lawful upper beams of head lamps on a motor vehicle. A bicycle may have a lamp that emits a red light visible from a distance of five hundred feet to the rear in addition to the red reflector.
- B. A person shall not operate a bicycle that is equipped with a siren or whistle.
- C. A bicycle shall be equipped with a brake that enables the operator to make the braked wheels skid on dry, level, clean pavement.

28-905. OPENING VEHICLE DOOR

A person shall not open a door on a motor vehicle unless it is reasonably safe to do so and can be done without interfering with the movement of other traffic. A person shall not leave a door open on a side of a motor vehicle exposed to moving traffic for a period of time longer than necessary to load or unload a passenger.

TITLES RELATING TO PEDESTRIANS

28-791. PEDESTRIANS SUBJECT TO TRAFFIC RULES

- A. Pedestrians are subject to traffic control signals at intersections as provided in section 28-645 unless required by local ordinance to comply strictly with the signals. At all places other than intersections, pedestrians are accorded the privileges and are subject to the restrictions stated in this article.
- B. A local authority may require by ordinance that pedestrians strictly comply with the directions of an official traffic control signal and may prohibit by ordinance pedestrians from crossing a roadway in a business district or crossing a designated highway except in a crosswalk.

28-792. RIGHT-OF-WAY AT CROSSWALK

- A. Except as provided in section 28-793, subsection B, if traffic control signals are not in place or are not in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be in order to yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is on the half of the roadway on which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger. A pedestrian shall not suddenly leave any curb or other place of safety and walk or run into the path of a vehicle that is so close that it is impossible for the driver to yield.
- B. If a vehicle is stopped at a marked crosswalk or at an unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of another vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

28-793. CROSSING AT OTHER THAN CROSSWALK

- A. A pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles on the roadway.
- B. A pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles on the roadway.
- C. Between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk.

28-794. DRIVERS TO EXERCISE DUE CARE

Notwithstanding the provisions of this chapter every driver of a vehicle shall:

- 1. Exercise due care to avoid colliding with any pedestrian on any roadway.
- 2. Give warning by sounding the horn when necessary.
- 3. Exercise proper precaution on observing a child or a confused or incapacitated person on a roadway.

28-795. PEDESTRIANS TO USE RIGHT HALF OF CROSSWALK

Pedestrians shall move expeditiously, when practicable, on the right half of crosswalks.

28-796. PEDESTRIAN ON ROADWAYS

- A. If sidewalks are provided, a pedestrian shall not walk along and on an adjacent roadway.
- B. If sidewalks are not provided, a pedestrian walking along and on a highway shall walk when practicable only on the left side of the roadway or its shoulder facing traffic that may approach from the opposite direction.
- C. A person shall not stand in a roadway for the purpose of soliciting a ride from the driver of a vehicle.

CONTACTS

CITY OF MESA			
BICYCLES, ROUTES, AND FACILITIES	(480) 644-3824	-----	www.cityofmesa.org
STREET SWEEPING AND MAINTENANCE	(480) 644-3038		
MARICOPA COUNTY			
BICYCLES, ROUTES, AND FACILITIES	(602) 506-1630	www.mcdot.maricopa.gov/bicycle/bike.htm	
STREET SWEEPING AND MAINTENANCE	(602) 506-8668		
STATE OF ARIZONA			
BICYCLES, ROUTES, AND FACILITIES	(602) 712-8010	-----	www.dot.state.az.us
STREET SWEEPING AND MAINTENANCE	(602) 712-6565		
FEDERAL (OFF ROAD TRAILS)			
U.S. BUREAU OF LAND MANAGEMENT	(602) 417-9300	-----	www.blm.gov
U.S. FOREST SERVICE	(480) 610-3300	-----	www.fs.fed.us/r3/tonto
LOCAL AND ARIZONA BICYCLE CLUBS AND ADVOCACY			
ARIZONA BICYCLE CLUB	(602) 264-9318	-----	www.azbikeclub.com
COALITION OF ARIZONA BICYCLISTS	(602) 485-1198	-----	www.cazbike.org
GREATER ARIZONA BICYCLE ASSOCIATION	(623) 979-8110	-----	www.sportsfun.com/gaba
MOUNTAIN BIKING ASSOCIATION OF ARIZONA	(602) 351-7430	-----	www.mbaa.net
RED MOUNTAIN CYCLING CLUB	(480) 962-7527	-----	www.redmountaincycling.com
NATIONAL BICYCLE ADVOCACY			
NATIONAL CENTER FOR BICYCLING AND WALKING	(202) 463-6622	-----	www.bikefed.org
LEAGUE OF AMERICAN BICYCLISTS (LAB)	(202) 822-1333	-----	www.bikeleague.org
RAILS TO TRAILS CONSERVANCY	(202) 331-9696	-----	www.railtrails.org
ASSOCIATION OF PEDESTRIAN & BICYCLE PROFESSIONALS	(202) 366-4071	-----	www.apbp.org
USA CYCLING	(719) 578-4581	-----	www.usacycling.org
PEDESTRIAN AND CHILD SAFETY			
ASSOCIATION OF PEDESTRIAN & BICYCLE PROFESSIONALS	(202) 366-4071	-----	www.apbp.org
NATIONAL SAFE KIDS CAMPAIGN	(202) 662-0600	-----	www.safekids.org
NATIONAL CENTER FOR BICYCLING AND WALKING	(202) 463-6622	-----	www.bikewalk.org
PEDESTRIAN AND BICYCLE INFORMATION CENTER	(877) 925-5245	-----	www.bicyclinginfo.org
SAFE KIDS COALITION OF MARICOPA COUNTY	(602) 495-2462		

YOUR COMMENTS ...

Comments and ideas from bicyclists are an important source of information for improving Mesa’s bikeway network. Please feel free to share your concerns with us relating to bicycle and pedestrian facilities, safety, and education to make bicycling and walking in Mesa even better.

Send your comments to:

CITY OF MESA
TRANSPORTATION DIVISION
P.O. Box 1466
Mesa, Arizona 85211-1466

480.644.2160 Phone
480.644.3130 Fax



www.cityofmesa.org